

## AMENDMENTS TO THE CLAIMS

1. (currently amended) A transmission mechanism (20) of a progressive gear (1), preferably of a steering gear of a vehicle, between a driving shaft (10) and a driven shaft (30) ~~which can also be exchanged for each other~~, characterized by a driving lever (11) connected in a rotationally fixed manner to the driving shaft (10), as well as two sides links (21) each having a first and a second end, the first end of each of the links (21) being connected at in a one-sided and spaced locations by manner to each of the side joints (22) to at the driving lever (11), the second ends of each of the links (21) being as well as a coupler (23) connected in at spaced locations manner to a coupler (23), the other ends of the sides (21), as well as coupler (23) being connected to an output lever (31) which can be connected in a rotationally fixed manner to the driven shaft (30) and which is connected by an offset ( $R_y$ ) to the axis (Y) of the driven shaft (30) at the coupler (23) wherein the axes (X, Y) of the driving shaft (10) and the driven shaft (30) are essentially in parallel and show an offset to each other and wherein all connections that are not rotationally fixed enable pivoting movements within a plane essentially transverse to the axes (X, Y) of the driving shaft (10) and the driven shaft (30).
2. (currently amended) A transmission mechanism according to claim 1 characterized in that all length and distance relationships are selected in such a way that when in the mounted position a the circular movement of the driving shaft (10) and the driven shaft (30) is mechanically ensured.
3. (currently amended) A transmission mechanism according to claim 1 or claim 2 characterized in that the ratio of the offset ( $R_I$ ) between the axes (X) of the driving shaft (10) and (Y) of the driven shaft (30) ~~to the offset ( $R_y$ ) of the axes (Z) of the an~~ output joint (32) and (Y) of the driven shaft (30) is at least between 1:10 and 10:10 ~~preferably between 5:10 and 9:10 and ideally around 7:10.~~
4. (previously presented) A transmission mechanism according to any of the claims 1 to 3

characterized in that the axes (A, B) of the ~~side~~ joints (22) and the axis (X) of the driving shaft (10) form a triangle wherein the distances of the ~~side~~ joints (22) to the axis (X) of the driving shaft (10) are different.

5. (currently amended) A transmission mechanism according to any of the claims 1 to 4 characterized in that the links ~~sides~~ (21) are of the same length.
6. (previously presented) A transmission mechanism according to any of the claims 1 to 5 characterized in that the angles between the sides (21) and the coupler (23) during one circular movement do not become sharper than 45° and not more obtuse than 135°.
7. (currently amended) A transmission mechanism according to any of the claims 1 to 6 characterized in that the ~~diameter of the~~ total space requirement of the gear (1) during a turn has a diameter ~~is~~ between 15 cm and 35 cm.
8. (previously presented) A transmission mechanism according to any of the claims 1 to 6 characterized in that it is provided at the driven shaft (30) with a planetary gear.
9. (currently amended) A transmission mechanism according to any of the claims 1 to 7 characterized by a plate shaped ~~like~~ design.
10. (currently amended) A transmission mechanism according to any of the claims 1 to 9 characterized by an at least approximately linear progression and a symmetric ~~behaviour~~ behavior in both directions of the starting position.
11. (previously presented) A transmission mechanism according to any of the claims 1 to 10 characterized by a variable offset (R<sub>v</sub>) between the axes (X) of the driving shaft (10) and (Y) of the driven shaft (30).
12. (new) The transmission of claim 3 wherein the ratio is between 5:10 and 9:10.
13. (new) The transmission of claim 3 wherein the ratio is 7:10.